

## NEW HAVEN ROAD'S CHALLENGE

### JERSEY RAILROADS IN SOME CONSERVATION OVER IT.

Appeal to the Courts or the Interstate Commerce Commission Expected From the Notice of Intention to Cancel Joint Rates—Grew Out of the Car Per Diem.

The dispute between the New York, New Haven and Hartford Railroad and the railroads of the rest of the country as to what it should pay for the use of their cars over its system has been brought by three occurrences of the last few days to a point where something definite will have to be done immediately to avoid serious damage to the freight traffic of three or four large Eastern roads and considerable inconvenience to most of the roads of the country. Unless the New Haven makes some concession there is a possibility that the other roads will refuse to allow their freight cars to go into the New Haven's territory and freight consigned to points on its line will be carried to the nearest junction and dumped out for the New Haven to come and get.

The three occurrences which have precipitated affairs are the filing of notice by the New Haven on Thursday that in thirty days it would cancel all joint rates through Jersey City with all roads except the Pennsylvania, the announcement on Saturday that the Boston and Maine would refuse from the per diem agreement on charges for freight cars and the announcement yesterday of similar action by the Boston and Albany. As the retirement of the New Haven on October 1 from the per diem agreement was a signal for open hostility, this line up practically the whole railroad system of New England against the rest of the railroads.

Though New Haven officials refuse to admit that the cancelling of rates through Jersey City is significant of anything except an attempt on their part to relieve the congestion between that point and the company's freight yards in Harlem and divert traffic to their Poughkeepsie bridge route the railroads affected by the change say the action is a plain case of retaliation. These roads are the Central Railroad of New Jersey, the Baltimore and Ohio and the Philadelphia and Reading.

Under the present system about 800 cars a day are transferred from Jersey City to the New Haven line in Harlem. Of these 300 come from the Pennsylvania and the rest from the other roads. A statement issued by the Central of Jersey yesterday says:

What the notice of the New York, New Haven and Hartford Railroad with regard to cancellation of their rates with the Jersey Central, Reading, Baltimore and Ohio and the Pennsylvania means is that the New Haven will by way of Jersey City and the New Haven's Harlem terminus, if it does into effect, in that all through traffic in carload lots between points on these railroads and New England will be terminated.

It means that New Jersey, Pennsylvania and shippers from points on the Baltimore and Ohio, Western Maryland, etc., who are now dependent upon this line for their trade to New England must abandon that trade, and correlatively it means that all New England shippers will thereafter be unable to ship to points on these railroads.

This would be a termination of the most serious kind against manufacturers and shippers at these points and would put them at the mercy of their competitors. It would work peculiar hardship upon all industries that are dependent upon the New Haven line for their service to the East. It would put an end to an exchange of business that has been going on freely and indeed has been encouraged by the New Haven railroad for more than twenty years.

The Jersey Central stands for the open door. It seeks to keep all these channels of communication to which business has accustomed itself open freely to all.

Many manufacturers on our lines and also in New England have already come to us in the greatest alarm, and we have every reason to suppose that they will call this matter, which is so vital to them and to the communities in which they live, to the attention of their respective Boards of Trade, Chambers of Commerce, etc., or perhaps the Interstate Commerce Commission.

We do not understand that the question of settlement for car hire, or per diem, as it is generally known, enters into this matter in any form, for the reason that other roads doing business with the New Haven company have not been called upon to discontinue their service to the East.

The Poughkeepsie bridge route which is mentioned in connection with this embargo upon the business interests of the community we serve is a visionary measure, utterly impossible and impracticable beyond the extent to which it is now being employed, and so long as the New York, New Haven and Hartford Railroad continues to interchange traffic with other railroad companies via the Jersey City yard it cannot discriminate against the shippers and industries upon our line and in favor of those upon other lines.

The blow falls upon the commercial interests rather than upon the railroad company which serves them. We do not believe that the matter has been sufficiently considered in all of its aspects by the New York, New Haven and Hartford Railroad Company, and that upon further consideration, and in view of the irreparable damage which will be committed against those industries which will be cut off, the embargo will be withdrawn.

The change will benefit the Pennsylvania Railroad as much as it will hurt the others.

The position of the New Haven road in the contest has been strengthened by the retirement of the Boston and Maine from the Boston and Albany from the per diem agreement. This agreement was first entered into in July, 1902, by the railways constituting the American Railway Association. The old mileage system led to much loss by delay, and it was arranged these roads should be charged for the use of cars by the day instead of the mile.

This summer the roads in the association voted, in spite of protest by the New Haven, that the rate charged for cars be increased from 30 to 50 cents a day. The New Haven immediately gave three months notice that it would withdraw from the agreement. Its retirement has resulted in its having the use of foreign cars free of charge. Naturally other roads, to avoid having their cars out of their system and earning no per diem, billed as much as possible of their freight to New England points via the Boston and Maine and the Boston and Albany. Roads connecting with the New Haven were careful not to ship over the New Haven foreign cars that had come to them, as they were responsible to the road owned the cars for the per diem charge. Now the New Haven intends to fight the

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The safe deposit company transactions were also put through by the elder Hyde. The society charged the companies ridiculously low rentals, and put in all the vaults, boxes, etc., and at the same time furnished watchmen and light, heat and power. The loss of the Mercantile Safe Deposit Company was drawn for ninety-nine years, and one of the directors said yesterday that he had offered the society from accepting an offer of \$15,000,000 made recently for the Equitable building and site. Under the terms of the proposed settlement this lease would be cancelled.

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Mr. Hyde has sold most of his property in this country, including his country place, and all his horses and carriages. It has been reported frequently that he intended to make his home in France for the rest of his life, but this has been denied. He has not returned to this country since he had leave stopped at the country place. He was served with papers in the Attorney-General's suit before he left.

If Mr. Hyde's offer were accepted he would relieve himself of just about half the amount which he received from Thomas F. Ryan for a majority of the Equitable stock.

Battle Ship Nebraska Makes Over 18 Knots.

WASHINGTON, Dec. 2.—The Bureau of Navigation of the Navy Department received a telegram to-day saying that the battleship Nebraska, in her final acceptance trial on the Pacific coast off Puget Sound, made a speed of 18.8 knots under forced draught for a period of six hours.